FERRY TRAIN

through to Europe

THE SEQUENCE OF OPERATIONS AND DOCUMENTATION PROCEDURES

Rail operation and documentation procedures are simple and are set out in sequence below.

The first step is to order a wagon from your local Area Manager for placement in your siding or at a rail depot. The Area Manager in turn arranges the movement of the empty wagon through the TOPS system.

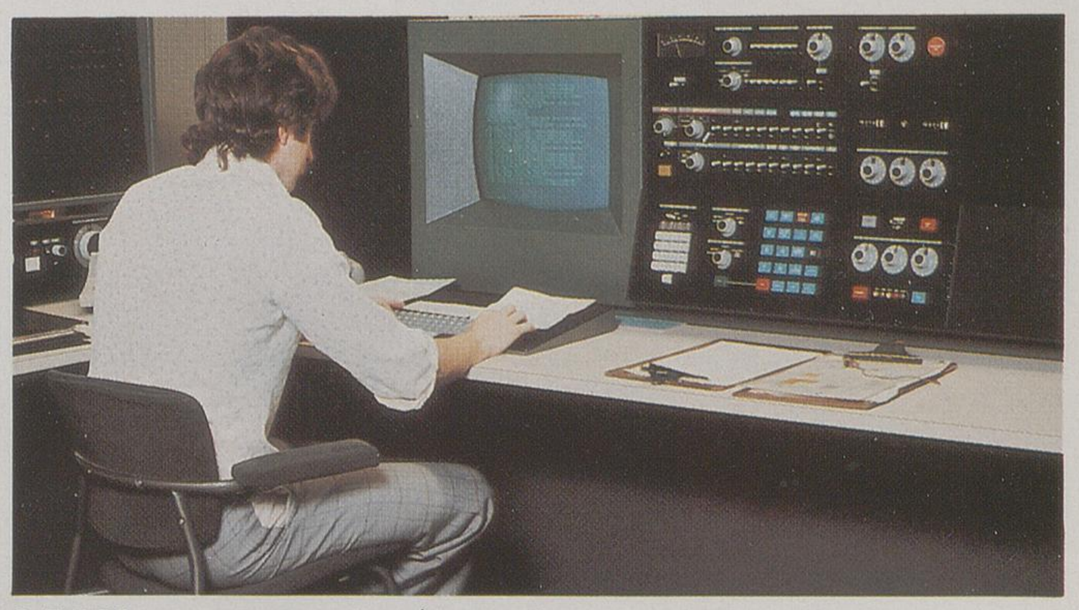
The documents referred to in the leaflet on Documentation need to be prepared simultaneously with the loading of the wagon and should be delivered or sent to the station controlling the private siding or freight depot.

The loaded wagon is fed into the Speedlink network and can be monitored by using the TOPS computer, so that the exact whereabouts of the wagon can be pin-pointed at any time.

The wagon and documents arrive at the port of embarkation, Harwich or Dover, and the customs entry procedure and if necessary examination is effected before the wagon is shipped. (You will already have instructed either BR or an agent to undertake this service).

1. BR Ferry wagon.

2. Ferry wagon being loaded with loaded pallets by a forklift truck.



3. TOPS operators monitor the transits.

4. Wagons loading into a train ferry across the linkspan.

5. The train ferries are specially constructed, with rails on the decks.

6. The TOPS terminal at Dunkirk monitors wagons arrivals.

7. Continental express freight train.

The wagons are shipped on scheduled sailings to Dunkirk or Zeebrugge. Customs procedures at the ports are completed by reference to the appropriate documents which accompany the goods. The same documents are also sufficient for Border Customs inspection.

From the continental port of Dunkirk or Zeebrugge, fast transits are provided on a TEEM (Trans Europ Express Marchandises). The various European railways see the wagon through to its ultimate destination. It is a simple and efficient operation.

TOPS

TOPS – Total Operations Processing System – is BR's advanced computer-based system for the control and monitoring of the movement of rail freight. It controls the daily movement of 4,500 trains and 100,000 wagons over Britain's 11,000 miles of track. Freight terminals located at major traffic centres and marshalling yards throughout the UK and rail offices at Dunkirk and Zeebrugge transmit data to the central TOPS computer in London. Through TOPS, rail management can make enquiries about wagon loading and movement, train movement and make-up, terminals and locos, and receive an accurate and up-to-the-minute reply in seconds.

Customers benefit directly from TOPS as it organises movement of their wagons, facilitates wagon distribution, increases wagon utilisation, and gives current information on the progress of a customer's traffic very quickly: the high degree of control enables many customers to plan more efficient schedules. All customers can be given access to TOPS – either through the railways management and TOPS offices, or through direct access by special arrangement where TOPS information is sought on a regular basis.

FERRY TRAIN INFORMATION: EUROPEAN OFFICES

Special arrangements can be made to monitor wagons through the principal BR offices on the continent, who as necessary also deal with commercial, terminal and transit matters:

BELGIUM:	Place Rogier 23, 1000 Brussels.	Telephone: 217 09 88. Telex: 23108.
FRANCE:	1 Rue de Stockholm, 75008 Paris. Also at Boulogne, Dieppe, Dunkirk, Lille.	Telephone: 522 66 94. Telex: 66257 Searail.
GERMANY:	Neue Mainzer Str. 22, 6000 Frankfurt/Main. Also at Düsseldorf, Hamburg, Munich.	Telephone: 25 20 33. Telex: 416421.
ITALY:	Via Pirelli 11, 20124 Milano. Also at Rome.	Telephone: 661 683. Telex: 31412.
NETHERLANDS:	Leidseplein 5, Amsterdam.	Telephone: 234 133.
SWITZERLAND:	Centralbahnplatz 9, 4002 Basel.	Telephone: 23 14 04/03. Telex: 62739.

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